

NORTON WITNESS.

He Says All His Cars Carry the United States Mail Sign.

While Only One Actually Goes to the Post-Office.

The Government Directed Him to Hang Out the Boards.

Only a dozen people—most of them reporters—were present this morning when Benjamin Norton, President of the Atlantic Avenue Railroad Company, was arraigned before United States Commissioner Morris in the Federal Building, Brooklyn, charged by the strikers with violating the United States laws by placing United States mail signs on cars not used for carrying mail matter.

The warrant for Norton's arrest was sworn out yesterday by William H. Webster, one of the striking motormen of the Fifth Avenue line. Webster alleges that the offense was committed on Jan. 12, two days before the strike began.

Lawyer Towns, who is conducting the prosecution for the strikers, appeared early, assisted by Benjamin H. Bennett, Norton's counsel, and ex-Judge Samuel B. Morris.

Four strikers came in shortly afterwards and took their seats.

United States District Attorney Bennett shook hands with Mr. Norton and his counsel and read into the record of the Revised United States statutes, touching upon the case, which makes a violation liable to a punishment of a fine of between \$50 and \$500. No imprisonment is mentioned in the statutes.

Before the proceedings began, District Attorney Bennett, addressing Mr. Norton, asked:

"Do I understand you admit having placed United States mail signs on your cars running down Adams street?"

"Yes," replied Mr. Norton.

"The cars," said Mr. Norton, "were at different times used in carrying mail matter. I have seen followed by Post Office inspectors, and I have seen them at various day whether cars 11 and 12, which are used in this case, carried mail or not."

The first witness for the strikers was William H. Webster, the complainant.

He said on the witness stand that there were mail signs on cars 11 and 12, which had mail signs on them, and that he saw them on the cars on the day when the warrant for his arrest had been issued.

Webster could not say that mail matter was not carried at some time during the day on those particular cars. He thought they were used for that purpose, he brought them back.

Mr. Norton interrupted the proceedings at this point and asked the way for the warrant for his arrest had been issued.

"The warrant," said he, addressing Commissioner Morris, "was made out for Benjamin F. Norton. I have no middle initial."

Ex-Judge Morris asked to have the case dismissed, on the ground that there was nothing to show a violation of the statute.

Mr. Norton had the contract which the company had made with the United States Post Office Department, authorizing the company to carry mail on its cars, and he showed it to the court.

United States District Attorney Bennett said that the company was not authorized to carry mail on its cars, and that the contract was void.

He read the statute and compared the postal contract with ex-Judge Morris had previously read.

"No man or official," said Mr. Bennett, "has a right to carry mail on a car which is not authorized to carry mail."

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Cornelius cried out to the men and commanded them to stop. He fired a shot over their heads, but it only had the effect of accelerating their speed.

He fired another shot and they ran even faster than before. Finally Cornelius took deliberate aim at the man nearest him and fired a third shot. The man tumbled to the ground with a bullet in his thigh.

Cornelius placed the wounded man under arrest. He proved to be James Bunn, a conductor, twenty-seven years old, living at 127 West street.

Meantime Bunn's companion, who was George Robinson, of 75 Dupont street, ran on up the street. Policeman Mehan, who was on duty at the car depot, followed him and started in the direction of the sounds. Robinson ran plump into his net and was caught.

The two prisoners were taken to the Seventh Precinct Station, and Surgeon Charles H. Hays, of the Eastern District Hospital, dressed Bunn's wound. Bunn was then taken to the hospital and Robinson was taken to court.

Third Avenue Car Ambushed.

Another outbreak occurred shortly before 6 o'clock this morning near the depot. A third Avenue car, No. 32, was run out of the Third Avenue depot.

At 5:45 the first car, No. 32, was run out of the Third Avenue depot. The motorist, David Hays, of 20 Grand street, was aboard. When the car left the stables the engine appeared to be deserted and the car stood where they began running.

He declared that the cars which had been prevented from striking were repaired as rapidly as possible, and promptly put into service. He said that the company had all the men it was able to, and would be running all the cars it owned as soon as the disabled ones were repaired.

In reply to a note sent to the Justice in his private capacity by an "Editorial" reporter, he sent out word that he would not file his decision before 10 o'clock to-morrow morning.

LEGAL TROLLEY BRAKE.

Grand Jury Presentment Calls for a Limited Speed.

Foreman Max E. Sand, of the Brooklyn Grand Jury, this morning handed up the following presentment to Judge Nathan, in the Brooklyn Court of Sessions:

First—That there is an alarming increase in the number of accidents under the trolley system of operating the surface railroads of the city of Brooklyn, compared with the old method of local travel.

Second—That the trolley system is a dangerous one, and that the trolley companies are required to change their schedules of the various roads so as to allow sufficient time for ordinary delays and stoppages.

Third—That the trolley companies are required to change their schedules of the various roads so as to allow sufficient time for ordinary delays and stoppages.

Fourth—That a speed indicator be placed in each car, which will show the passengers that will show at what rate of speed the car is running.

Fifth—That the city officials appoint inspectors to see that the speed indicator is complied with, with power to arrest and bring into justice violators.

Sixth—That the executive officers of the railroad companies be censured for habitually violating the city ordinance which prohibits the use of the trolley system.

Seventh—That a board of competent men be appointed by the officials under whose jurisdiction the trolley companies are placed, to examine applicants found fit to perform the duties devolving upon motormen.

Eighth—That the trolley companies be employed by the railroad companies as motormen.

Ninth—That a irascible fender that will be serviceable in saving life be placed in each car.

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